SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 48/01

Page 52—Line 17/L; read:
greater, 96 hours and 24 hours prior to entering a VTS Zone and obtain traffic clearance. When the vessel's ETA in Canadian waters is less than 96 hours after the vessel's departure from its previous port of call, the report must be made as soon as practicable.
(BA NM 44/01, Section IV) 49/01

Page 107—Lines 17 to 20/R; strike out.
(NIMA) 49/01

Page 110—Line 19/L; read:
within a radius of 850m centered at position 26˚18'05.5"N,
(Annex to Jpn NM 28/01) 49/01

Page 110—Line 36/L; read:
e. 24˚43'50"N, 141˚15'53"E.
(Annex to Jpn NM 28/01) 49/01

Page 138—Lines 41 to 47/L; read:
accidents, limits of practice areas are not shown on the chart and descriptions of these areas do not appear in the Sailing Directions. Such range beacons, lights, and marking buoys as may be of assistance to the mariner, or targets which might be a danger to navigation, will however be shown on charts and, when appropriate, mentioned in the Sailing Directions.
(NIMA) 49/01

Page 142—Line 13/R; read:
was greater than 200m. These areas, which are best seen on the chart, are defined as being within a radius of 5 miles centered on the following positions:
a. 34˚40'S, 174˚50'E.
b. 36˚28'S, 176˚20'E.
c. 41˚44'S, 175˚01'E.
d. 43˚15'S, 174˚00'E.
e. 46˚00'S, 171˚13'E.
(NZ Annual Notice No. 14 of 2001) 49/01

Page 142—Lines 19 to 20/R; read:
A disused explosives dumping ground centered on position 36˚38'S, 174˚57'E exists in Hauraki Gulf between Tiritiri Matangi Island and The Noises.
(NZ Annual Notice No. 14 of 2001) 49/01

Page 148—Lines 41 to 49/R; read:
Tsunami Warning System

Sea waves resulting from earthquakes in any part of the Pacific Ocean may have serious effects upon shipping in New Zealand harbors.

In the event of the possibility of a sea wave approaching New Zealand, the Ministry of Emergency Management, through both Regional Councils and the Marine Duty Officer, will at once advise harbormasters, who will in turn inform all merchant vessels in their harbors as quickly as possible.

The signal to be given to warn vessels in the harbor to take action is a series of five prolonged blasts. In major ports, this signal will be made by sirens, on instructions from the Emergency Management Organization, which will be situated in positions from which the signal may be heard at all points in the harbors. In other ports, vessels will be advised verbally by the harbormaster (see Table 1—Tsunami Warning System— Alert Signal).

Table 1—Tsunami Warning System—Alert Signal

Harbors in which warning signal will be given by sound signal	Harbors in which warning signal will be given verbally
Auckland	Bluff
Dunedin	Gisborne
Greymouth	Napier
Lyttelton	Nelson
Port Chalmers	Manakau
Timaru	Opua
Whangarei (Upper Harbor)	Picton
	Port Taranaki
	Tauranga
	Wanganui
	Wellington
	Westport
	Whangarei (Lower Harbor)
	Whakatane

On hearing this signal, masters are to set radio watches; wherever possible, both RT and VHF are to be guarded. These watches are to be maintained until the emergency is declared over. All further instructions will be passed by radio (see Table 2—Tsunami Warning System—Emergency Frequencies Available).

Following this signal, harbormasters will take full control of all shipping operations in their area. Masters are asked to give their full cooperation.

In certain cases, it may be necessary for the harbormasters to order vessels to sea to avoid serious damage being caused to ships and harbor structures by large tidal fluctuations in their harbors. Mariners are to advise the harbormasters whenever they intend to perform engine maintenance which will immobilize their vessels. It should be noted that the time

PUB 120 (Continued)

available for action after receiving the alert signal may be as long as 18 hours or as brief as 2 hours, depending on the epicenter from where the sea wave is spreading.

In the case of vessels at sea when a warning of an approaching sea wave is received by the Ministry of Emergency Management, advice will be given by the existing navigational warning system. These warnings may include instructions for the immediate movement of ships.

Should a disaster occur ashore, all ships in port and at sea in New Zealand waters may be called upon to provide some assistance at the request of civil defense authorities. Harbormasters will arrange with masters what assistance each ship is able to provide. Ships at sea will be contacted by the normal radio communications system.

These procedures have been agreed upon by the Maritime Safety Authority, the Ministry of Emergency Management, police, shipowners, and Port Authorities.

(NZ Annual Notice No. 11 of 2001) 49/01

Page 148—Line 49/R; insert after:
New table titled "Table 2—Tsunami Warning System—Emergency Frequencies Available" from back of this Subsection.

(NZ Annual Notice No. 11 of 2001) 49/01

Page 199—Line 33/L; read:
a. 42˚31.1'N, 130˚52.0'E.

(BA NP 43, Supp. 7/99) 49/01

Page 199—Line 49/L; read:
q. 42˚17.7'N, 130˚41.8'E.

(BA NP 43, Supp. 7/99) 49/01

Page 199—Lines 9 to 16/R; read:
a. 46˚05.6'N, 142˚12.0'E.
b. 46˚02.6'N, 142˚15.3'E.
c. 45˚47.6'N, 142˚17.2'E.
d. 45˚20.3'N, 142˚10.2'E.
e. 45˚26.9'N, 141˚38.7'E.
f. 45˚47.6'N, 141˚46.6'E.
g. 46˚08.1'N, 141˚41.1'E.
h. 46˚09.9'N, 141˚54.7'E.

(BA NP 43, Supp. 7/99) 49/01

PUB 124 8 Ed 2001 LAST NM 48/01

Page 11—Line 26/R; read:
A

(US NM 50/24355/98) 49/01

Page 11—Line 56/R; read:
channel 16; the pilot boards about 0.6 mile NW of Lighted Buoy CA.

(US CH 24355) 49/01

Page 12—Lines 1 to 2/L; read:
anchor, in 6m, about 2.5 miles NE of L'Enfant Perdu. The bottom is mostly mud, good holding ground. A designated tanker anchorage, with a radius of 0.5 mile, is located about 5.5 miles ENE of L'Enfant Perdu. Vessels bound for Cayenne and expecting a long wait should anchor off Iles du Salut (see paragraph 1.27).

(BA NM 43/01, Section IV; 43(4297)01 Taunton; BA NP 7A; US CH 24355) 49/01

Page 12—Line 29/L; read:
Cannes. It has been dredged to 5m, but it was reported (1996)

(US NM 31/24355/01) 49/01

Page 12—Line 50/L; insert after:
A designated tanker anchorage, with a radius of 1 mile and depths of 7 to 10m, is located 1.5 miles NW of Lighted Buoy DC. Vessels bound for Degrad des Cannes and expecting a long wait should anchor off Iles du Salut (see paragraph 1.27).

(BA NM 43/01, Section IV; 43(4297)01 Taunton; BA NP 7A; US CH 24355) 49/01

Page 140—Lines 30 to 31/L; read:
Punta Ancla, a poorly-defined point, lies about 3 miles WNW of Tripode Beacon. Many uncharted

(44(4421)01 Taunton) 49/01

PUB 127 6 Ed 2000 LAST NM 48/01

Page 194—Line 43/L; read:
Ince Point, the N extremity. A transmitting tide gauge has been established. A light is shown from Ince Point.

(Aus Annual Notice No. 10C of 2001) 49/01

Page 194—Line 26/R; read:
Goods Island is fringed by a steep-to coral reef. A transmitting tide gauge has been established on Goods Island

(Aus Annual Notice No. 10C of 2001) 49/01

PUB 131 9 Ed 2000 LAST NM 28/01

Page 39—Line 37/R; insert after:
Modules for the construction of artificial reefs have been laid in the SW part of the gulf. The reefs lie within the areas centered approximately 3 miles NW, 4.75 miles NW, and 10.25 miles NW of Cabo de Tortosa Light. Mariners are advised to avoid these areas.

(BA NM 37/01) 49/01

Page 158—Lines 22 to 26/R; read:
Pilotage.—Pilotage is compulsory for vessels over 60m in length or over 150 grt. Pilots can be contacted by VHF and generally board about 1 mile E of the harbor entrance. Vessels should send an ETA at least 1 hour in advance. Pilots are provided by Haute Corse Station, whose center is at Bastia.

(BA NM 41/01) 49/01

PUB 140 2 Ed 2001 LAST NM 48/01

Page 18—Line 52/L; read:

greater, 96 hours and 24 hours prior to entering a VTS Zone and obtain traffic clearance. When the vessel's ETA in Canadian waters is less than 96 hours after the vessel's departure from its previous port of call, the report must be made as soon as practicable.

(BA NM 44/01, Section IV) 49/01

Page 52—Line 54/L; insert after:

Dangerous or Polluting Cargo

In order to prevent and reduce the damage to the environment in case of an incident involving vessels carrying dangerous or polluting cargo, the Danish authorites require that such vessels provide certain information, as contained in Danish Statutory Order No. 258 of May 1, 1999 on the Provision of Information on Dangerous or Polluting Goods on Board Vessels (Ministry for the Environment and Energy).

Vessels passing through Danish waters, not bound to or coming from a Danish port, and anchoring in Danish waters, are required to report to the Danish authorities, as follows:

1. Naval District Kattegat:
   - Telephone: +45-99-22-28-09
   - Fax: +45-99-22-28-38
   - E-mail: orum@kgm.svn.dk
2. Naval District Bornholm (in the Baltic Sea S and E of Zealand and Funen):
   - Telephone: +45-56-97-21-15
   - Fax: +45-56-91-04-44
   - E-mail: orum@bhm.svn.dk

(BA NM 28/01, Section VI) 49/01

Page 53—Line 5/L; insert after:

Note.—Participation in SHIPPOS does not relieve the ship of its duty to participate in the IMO-adopted mandatory VTS Reporting System in the Great Belt. Further information on this reporting system can be found in paragraph 2.9 of Pub. 194, Sailing Directions (Enroute) Baltic Sea (Southern Part).

(11(375)01 Kobenhavn) 49/01

Page 53—Line 11/R; insert after:

3. Sound N—A line joining Nakkehoved and Kullen.

Note.—A vessel following its reported Sailing Plan need not send Position Reports when passing the above reporting lines.

(11(375)01 Kobenhavn; BA NP 286(2)) 49/01

Page 114—Lines 29 to 32/L; read:

first Monday in June, Bank Holiday; first Monday in August, Bank Holiday; last Monday in October, Bank Holiday; December 25, Christmas Day; and December 26, St. Stephen's Day.

(PUBS 024/2001) 49/01

Page 133—Lines 4 to 6/R; read:

Easter Monday; May 23, National Labor Day; first Monday in August, Independence Day; third Monday in October, National Heroes' Day; December 25, Christmas Day; and December 26, Boxing Day.

(PUBS 023/2001) 49/01

Page 161—Lines 3 to 5/L; read:

January 1, New Year's Day; Good Friday; Easter Monday; April 30, Queen's Birthday; May 5, Liberation Day; Ascension Day; Whit Monday; December 25, Christmas Day; and December 26, Boxing Day.

(PUBS 025/2001) 49/01

Page 167—Lines 15 to 18/L; read:

January 1, New Year's Day; Good Friday; Easter Monday; May 1, Norwegian Labor Day; May 17, Norwegian Constitution Day; Ascension Day; Whit Monday; December 25, Christmas Day; and December 26, Boxing Day.

(PUBS 022/2001) 49/01

Page 176—Lines 45 to 46/R; read:

c. 54˚32'48.4"N, 18˚35'20.6"E.
d. 54˚32'48.4"N, 18˚33'44.6"E.

(Pol Annual Notice No. 11 of 2001) 49/01

Page 220—Lines 2 to 5/L; read:

15. Belfast-Troon.
16. Portsmouth-Cherbourg, France.
17. Portsmouth-Jersey.
18. Portsmouth-Isle of Wight.
19. Southsea-Isle of Wight.

(BA Annual Notice No. 24 of 2001) 49/01

Page 224—Line 43/L; insert after:

X5039 Quebec One

Area enclosed by lines joining the following positions:

a. 50˚40.00'N, 1˚05.50'W.
b. 50˚40.00'N, 0˚57.00'W.
c. 50˚36.97'N, 0˚54.57'W.
d. 50˚36.97'N, 1˚02.15'W.
e. 50˚30.00'N, 1˚11.27'W.
f. 50˚30.00'N, 1˚12.08'W.
g. 50˚35.52'N, 1˚12.08'W.

then N along the coast of the Isle of Wight to the origin.

X5050

Area enclosed by lines joining the following positions:

a. 50˚41.00'N, 0˚54.80'W.
b. 50˚41.00'N, 0˚52.03'W.
c. 50˚40.00'N, 0˚52.03'W.
d. 50˚40.00'N, 0˚54.80'W.

(BA Annual Notice No. 10 of 2001) 49/01

Page 224—Lines 51 to 58/L; read:

X5060E Eastern English Channel Minesweeping Corridor

Area enclosed by lines joining the following positions:

a. 50˚25.0'N, 1˚18.5'W.
b. 50˚25.0'N, 0˚58.0'W.

PUB 140 (Continued)

c. 50˚23.0'N, 0˚58.0'W.
d. 50˚23.0'N, 1˚18.5'W.

X5060W Eastern English Channel Minesweeping Corridor

Area enclosed by lines joining the following positions:
a. 50˚25.0'N, 1˚35.0'W.
b. 50˚25.0'N, 1˚18.5'W.
c. 50˚23.0'N, 1˚18.5'W.
d. 50˚23.0'N, 1˚35.0'W.
(BA Annual Notice No. 10 of 2001) 49/01

Page 224—Lines 5 to 6/R; read:
c. 50˚37.17'N, 1˚07.50'W.
d. 50˚36.83'N, 1˚06.90'W.
(BA Annual Notice No. 10 of 2001) 49/01

Page 225—Lines 49 to 53/L; strike out.
(BA Annual Notice No. 10 of 2001) 49/01

Page 227—Line 5/R; read:
1. All merchant vessels over 300 grt.
(BA NM 42/01, Section VI) 49/01

Page 227—Line 16/R; insert after:

Mandatory reporting procedures apply to all vessels over 300 grt in the following areas:

1. The TSS Off Ouessant (CORSEN OUESSANT) and its associated ITZs.

2. The TSS Off Casquets (MACHHEREP) and its associated ITZs.

3. The TSS in the Strait of Dover and Adjacent Waters (CALDOVREP) and its associated ITZs.

(BA NM 42/01, Section VI) 49/01

Page 227 to Page 228—Table; replace with below:

Designator	Information Required
ALFA	Name and call sign of vessel.
BRAVO	Day of month (2 figures) and time in hours and minutes (UT/GMT in 4 figures).
CHARLIE	Latitude (4 figures N or S) and longitude (5 figures E or W).
DELTA	True bearing (3 figures) and distance in miles (2 figures) from a clearly-identified landmark.
ECHO	True course in degrees (3 figures).
FOXTROT	Speed in knots and tenths of knots (3 figures).
GOLF	Last port of call.
INDIA	Destination.
MIKE	VHF channels monitored.
OSCAR	Maximum present draft, in meters and centimeters.
PAPA	Type and quantity of cargo.
QUEBEC	Defects in steering, navigational equipment, etc., and restrictions on maneuverability (Omit if nothing to report).
XRAY	Any other useful information (Omit if nothing to report).

(BA NM 42/01, Section VI) 49/01

Page 230—Lines 19 to 22/R; read:

Further information may be obtained from:
Navigation and Safety Branch
Maritime and Coastguard Agency
Bay 2/29
Spring Place
105, Commercial Road
Southampton
SO15 1EG
United Kingdom
Telephone: +44 (0)2380-329143
Fax: +44 (0)2380-329204
(BA Annual Notice No. 17A of 2001) 49/01

Page 231—Line 18/L; insert after:

Submarines occasionally tow sonar equipment. Vessels are recommended to remain at least 1,500m clear when crossing astern of a surfaced submarine.
(BA Annual Notice No. 8 of 2001) 49/01

Page 231—Lines 46/L to 11/R; read:

The buoy carries UHF whip aerials (168 cm and 100 cm long) and is fitted with two automatic transmitting radio units which operate on 406.0 MHz and 243.0 MHz.

The 243.0 MHz emission will consist of three audio sweeps from 1600 Hz down to not lower than 300 Hz, occupying a period of 1.2 seconds. The emission will then be

PUB 140 (Continued)

silent for 0.8 second. The transmission duration should continue for a minimum of 72 hours.

The 406.0 MHz emission will consist of a SABRE transmission.

(BA Annual Notice No. 8 of 2001) 49/01

Page 233—Line 16/L; read:

light situated about 1 to 2m above or below the masthead light.

(BA Annual Notice No. 8 of 2001) 49/01

PUB 180 2 Ed 1997 LAST NM 48/01

Page 75—Lines 25 to 36/R; read:

January 1, New Year's Day; Good Friday; Easter Monday; May 1, Norwegian Labor Day; May 17, Norwegian Constitution Day; Ascension Day; Whit Monday; December 25, Christmas Day; and December 26, Boxing Day.

(PUBS 022/2001) 49/01

PUB 195 6 Ed 1999 LAST NM 46/01

Page 113—Lines 36 to 49/L; read:

Hallgrund to the Swedish Border

10.2 Hallgrund (63˚39'N., 22˚25'E.) is a small and low islet lying about 2.5 miles offshore on the W side of the approach to Uusikaarlepyy. It is fronted by shoals on the N and E sides.

Socklothallan, a large islet with several small islets lying close off its S end, is located close to and extends about 0.3 mile S from Hallgrund. Tuvan, a small islet, lies about 0.2 mile NE of Hallgrund. Torson, a wooded island, lies 2 miles SSW of Hallgrund.

Hallgrund Light is shown from a framework tower standing on Socklothallan. A conspicuous pyramid-shaped tower beacon, 21m high, is situated 0.2 mile S of the light.

A partly-buoyed approach channel, authorized for drafts up to 4m, leads in a S direction and passes E of Hallgrund and Torsen. This channel leads to the anchorage for Uusikaarlepyy. Vessels, with local knowledge, may anchor in depths of 12 to 14m, clay, about 0.7 mile E of the S end of Torson.

Uusikaarlepyy (63˚31'N., 22˚32'E.) (World Port Index No. 27580), a small town, is situated 3 miles from the mouth of a shallow river estuary and cannot be reached by seagoing vessels.

Kallan Light (63˚45.2'N., 22˚31.5'E.) is shown from a prominent tower, 19m high, standing on Kallan, an above-water rock lying about 0.5 mile off the S end of an extensive area of foul and rocky ground.

Hellstenen, another above-water rock, lies on the foul ground about 0.8 mile NNE of Kallan. Storviken, an isolated rock that covers 0.7m, lies 0.5 mile N of Hellstenen.

Nygrundet Light (Pietarsaaren Majakka) (63˚44'N., 22˚32'E.) is shown from a prominent yellow tower standing on a rocky shoal, awash, about 0.7 mile SSE of Kallan Light. A racon is situated at this light.

Alholmsfjarden, within which the port of Pietarsaari is situated, lies about 8 miles NE of Hallgrund and 4 miles SE of Kallan Light. It is part of a large bay filled with numerous wooded islands, rocks, and shoals.

Masskar Tower (63˚44'N., 22˚35'E.), a red structure with a gray pointed roof, stands on Masskar Island, about 2 miles SE of Kallan Light. It is 21m high and prominent from seaward.

The main entrance into Alholmsfjarden leads between Kallan Light and Nygrundet (Pietarsaaren Majakka) Light. The outermost danger on the N side of the approach is an isolated shoal, lying about 1.3 miles NNW of Kallan Light. It has a least depth of 7.5m and is marked by a buoy.

Storgrundet, a detached shoal bank, lies about 3 miles SW of Kallan Light and is the outermost danger on the S side of the approach. It has a least depth of 3.2m and is marked by buoys.

Gammalgrundet, with depths of less than 2m, is an extensive shoal lying on the S side of the entrance. It is situated on a large shallow bank, which extends about 3.5 miles N from the mainland.

(BA NP 20) 49/01

Page 113—Lines 1 to 31/R; strike out.

(NIMA) 49/01

Page 113—Lines 38 to 39/R; read:

Depths—Limitations.—The main approach channel from seaward leads between Kallan Light and Nygrundet (Pietarsaaren Majakka) Light. The entrance fairway, which is authorized for drafts up to 9m, passes between numerous islets and shoals fronting the harbor. The principal facilities are described below.

(BA NP 20) 49/01

Page 113—Lines 45 to 47/R; read:

Allhomen Pier provides a ro-ro berth. It has depths of 4.9m alongside the E side and 6m alongside the W side.

Vessels up to 47,940 dwt, 217m in length, and 9m draft have been accommodated in the harbor.

Aspect.—The main entrance fairway leading to the harbor is indicated by lighted ranges and marked by lights, buoys, and beacons.

The commercial harbor is situated on the NW side of Leppaluoto, a peninsula extending 2 miles N of the town.

From seaward, the church spire standing 0.5 mile

(BA NP 20; Lloyds Ports) 49/01

Page 114—Lines 13 to 32/L; read:

10.4 Kokkola Light (64˚00'N., 22˚52'E.), equipped with a racon, is located 17.5 miles NNE of Kallen Light. It is shown from a prominent tower, 23m high, standing on the W side of Kredens Shoal. The coast between is fronted by numerous small islands, islets, rocks, and patches of foul ground extending up to about 11 miles offshore.

Orgrundet Beacon (63˚47'N., 22˚33'E.), 12m high, stands on the N extremity of Orgrundet Island, about 2.2 miles NNE of Kallan Light.

PUB 195 (Continued)

Lillgrundet (63˚51'N., 22˚37'E.), marked by range beacons, is situated about 6.4 miles NNE of Kallan Light and surrounded by foul ground.

An inshore channel leading from sea to Ykspihlaja, which is authorized for drafts up to 3m, passes S and E of Lillgrundet. It is suitable only for small vessels during daylight.

Koppargrundet Beacon (63˚55.7'N., 22˚43.1'E.), consisting of a prominent steel mast, stands in an islet about 5.8 miles SW of Kokkola Light.

Tankar (63˚57'N., 22˚51'E.) lies about 3 miles SSW of Kokkola Light and is fronted by shoals extending up to about 1.7 miles seaward. The pilot station is situated on this island. A harbor used by small craft is located at the E side.

A main light is shown from a prominent metal tower, 29m high, standing near the center of the island.

A secondary passage leading from sea to Ykspihlaja, which is authorized for vessels with drafts up to 5.2m, is entered about 2 miles NW of Tankar. It passes NE of the island and joins the primary channel close NE of Repskaret, 3.5 miles SE. The fairway is indicated by a lighted range, buoys, and beacons.

Trullevin (63˚57'N., 23˚03'E.), marked by range beacons, is a small island lying about 5.8 miles SE of Kokkola Light.

An inshore channel leading from sea to Ykspihlaja, which is authorized for drafts up to 2.5m, passes close W of this island. It is indicated by range beacons and is partly buoyed.

Caution.—An explosives dumping area, which may best be seen on the chart, lies centered 13 miles NW of Kokkola Light.

(BA NP 20) 49/01

COAST PILOT CORRECTIONS

COAST PILOT 5 **29 Ed 2002** **NEW EDITION**
(NOS) 49/01

RADIO NAVIGATIONAL AIDS CORRECTIONS

PUB 117 **Ed 2001** **LAST NM 48/01**

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
		UNITED STATES - ATLANTIC AND GULF		
	LONG-RANGE WARNINGS: NAVAREA IV: Original reports to NAVAREA IV Coordinator, National Imagery and Mapping Agency, Attn: GOM (Mail stop D-44). HYDROLANT: Original reports to National Imagery and Mapping Agency. LOCAL WARNINGS: Local Notice to Mariners: Original reports to nearest Coast Guard Station for relay to District Commander (oan).			
3108	**New Orleans, LA (NMG) (NMG-2) U.S. Coast Guard.**	2670 kHz, J3E.	0550.	Local Notice to Mariners and weather.
		2670 kHz, J3E, Ch. 22A, F3E.	1035, 1235, 1635, 2235.	Local Notice to Mariners and weather.
		4316, 8502, 12788 kHz, J3E.	0330, 0500, 0930, 1130, 1600, 1730, 2200, 2330.	Local Notice to Mariners and weather.
		4317.9, 8503.9, 12789.9 kHz, F3C.	0000, 0600, 1200, 1800.	Weather FAX*; 120/576.
		518 kHz, F1B.	0300, 0700, 1100, 1500, 1900, 2300.	NAVTEX (G).

*NOTE: Broadcast schedule at 0825, 2025.

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49/01

WORLD PORT INDEX CORRECTIONS

PUB 150 **17 Ed 2000** **LAST NM 48/01**

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS: TIDE	SWELL	ICE	OTHER	OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA	
10960	PUERTO MANZANILLO	DR	1942N	07145W	147	26145	V	OR	F	N	N	N	Y	N		A	J		02	L	Y	Y	
	*		*			*									*	*	*	*			*	*	49/01
10980	PUERTO PLATA	DR	1948N	07042W	147	25803	S	CN	F	N	N	N	Y	N	J	A	L	J	02	L	Y		
							*								*			*					49/01
11020	LA ROMANA	DR	1825N	06858W	147	25849	V	RN	G	N		N	N	Y	L	J	L		01	L	Y	Y	
				*											*	*		*				*	49/01
11030	SAN PEDRO DE MACORIS	DR	1827N	06919W	147	25849	V	RN	G	N	N	N	Y		L	E	N	M	01	L	Y	Y	
																*	*					*	49/01
11035	ANDRES	DR	1826N	06938W	147	25849	V	CN	F	N	N	N	Y	N	M	H	M			M		Y	
															*		*						49/01
*11048	PUNTA NIZAO OIL TERMINAL	DR	1812N	07012W	147	25842	S	OR	F	N	N	N	N	N		A		H		L		Y	
																							49/01

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY	U.S. REPRESENTATIVE	ETA MESSAGE	PILOTAGE: COMPULSORY	AVAILABLE	LOCAL ASSIST	ADVISABLE	TUGS SALVAGE	TUGS ASSIST	QUARANTINE: PRATIQUE	DERATT CERT	OTHER	COMMUNICATIONS: TELEPHONE	TELEGRAPH	RADIO	RADIO TEL	AIR	RAIL	LOAD/OFFLOAD: WHARVES	ANCHOR	MED MOOR	BEACH MOOR	ICE MOOR	MEDICAL FACILITIES	GARBAGE DISPOSAL	DEGAUSS	DIRTY BALLAST	CRANES: FIXED	MOBILE	FLOATING	LIFTS: 100 TONS PLUS	50 - 100 TONS	25 - 49 TONS	0 - 24 TONS	SERVICES: LONGSHORE	ELECT	STEAM	NAVIG EQUIP	ELECT REPAIR	SUPPLIES: PROVISIONS	WATER	FUEL OIL	DIESEL OIL	DECK	ENGINE	REPAIR	DRYDOCK	RAILWAY	
10960	Y	N	Y	Y	Y		N	N	N	Y				Y	Y	Y		Y	Y					Y	N		N	Y						Y		Y	Y	N	Y	N		Y	Y	N	Y	Y		C			
			*					*	*									*																	*															49/01
10980	Y	N	Y	Y	Y		Y	N	N	Y				Y	Y	Y	Y		Y					Y	Y		N									Y	Y					Y	Y	Y	Y	Y	Y	C			
			*		*				*							*	*											*						*															49/01
11020	Y	N	Y	Y	Y		Y	N	Y	Y			Y	Y	Y	Y	Y	Y	Y					Y			N	Y					Y	Y	Y	Y					Y	Y	Y	Y	Y	Y	C			
			*					*								*		*																															49/01
11030	Y	N	Y	Y	Y		Y	N	Y	Y			N	Y	Y	Y		Y	Y					Y			N									Y						Y	Y	Y	Y			C			
			*		*				*				*			*	*																			*															49/01
11035	N	N	Y	Y	Y		Y	N	N	Y			N	Y	Y	Y	Y	Y	Y					Y			N									Y							Y	Y	Y			C			
			*		*			*	*	*			*	*	*	*	*							*												*								*	*				*			49/01
*11048	N	N	Y	Y	Y			N	N							Y								N																	N	N	N	N			N			
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Table 2—Tsunami Warning System—Emergency Frequencies Available			
Port	Call sign	RT Frequency First call 2182 kHz then call	VHF Channel First call VHF channel 16, then call VHF channel
Auckland	Auckland Harbor Radio	2012	12, 14
Bluff	Bluff Harbor Radio		14
Dunedin	Tairoa Heads Radio	2012, 2045, 2162	12, 14
Gisborne	Gisborne Harbor Radio ZMH74	2012, 2045, 2162	12
Greymouth	Greymouth Harbor Radio		6, 63
Lyttelton	Lyttelton Harbor Radio ZMH61	2012, 2045, 2162, 2638	12, 63
Napier	Napier Harbor Radio ZMH75		12
Nelson	Nelson Harbor Radio ZMH57		6, 12, 14
Manakau	Manakau Harbor Radio	2012	12, 13, 14, 68
Opua	Opua Harbor Radio		6, 12
Picton	Picton Harbor Radio		12
Port Chalmers	Tairoa Heads Radio	2012, 2045, 2162	12, 14
Port Taranaki	New Plymouth Harbor Radio ZMH70	2012, 2045, 2162	12
Tauranga	Tauranga Harbor Radio ZMH70	2012, 2045, 2162	9, 11, 12, 14
Timaru	Timaru Harbor Radio	2045, 2162	9, 16
Wanganui	Wanganui Harbor Radio ZMH211	2012, 2162	12
Wellington	Beacon Hill Radio ZMH28		4, 14, 62
Westport	Buller Port Services Ltd		14, 62
Whangarei	Whangarei Harbor Radio		19
Note.—Upon arriving in port, masters will be advised by the harbormaster which frequency is to be guarded in the event of an alert.			

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